

GENERAL AVIATION AIRPORTS - DISCRETIONARY FUNDS
NON-RECOMMENDED PROJECTS

Region 5

PRIORITY NO.	AIRPORT NAME	DESCRIPTION	FEDERAL AMOUNT	STATE DISCR. AMOUNT	LOCAL AMOUNT	TOTAL PROJECT AMOUNT
123	Danville Regional	Runway 13-31 Rehabilitation (Design)	\$0.00	\$0.00	\$62,500.00	\$62,500.00
159	William M. Tuck	Parallel Taxiway Relocation (Construction) (Non-	\$0.00	\$0.00	\$60,000.00	\$60,000.00
145	William M. Tuck	T-hangar's #1 & #2 Site Preparation (Constructio	\$0.00	\$0.00	\$433,500.00	\$433,500.00
REGIONAL FUNDING TOTALS :			\$0.00	\$0.00	\$556,000.00	\$556,000.00

COMMONWEALTH AIRPORT FUND FUNDING REQUEST SUMMARY

VAB DATE : 10/12/2005

Airport : Danville Regional
 Region : Region 5
 Name : Dr. William J. Kehoe

Sponsor : City of Danville
 Contact : Mr. Marc Adelman, Manager
 Phone : 804-799-5110

State Funding Summary		
	Requested	Recommended
Air Carrier Entitlement	\$0.00	\$0.00
Air Carrier/Reliever Discretionary	\$0.00	\$0.00
General Aviation Discretionary	\$50,000.00	\$0.00
TOTALS	\$50,000.00	\$0.00

Obstructions : ☐

Based Aircraft	44
Annual Operations	34,351
Service Role	GR

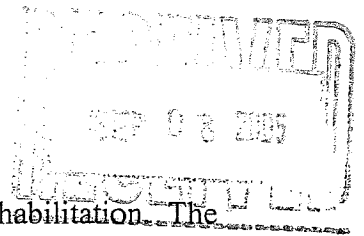
Development Program Projects				Requested Funding			Recommended Funding		
Description	Priority	Project Cost		Federal	State	Local	Federal	State	Local
Runway 13-31 Rehabilitation (Design)	123	\$62,500.00		\$0.00	\$50,000.00	\$12,500.00	\$0.00	\$0.00	\$62,500.00
TOTALS		\$62,500.00		\$0.00	\$50,000.00	\$12,500.00	\$0.00	\$0.00	\$62,500.00

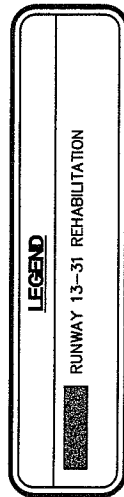
Remarks : DOAV RECOMMENDS DISAPPROVAL OF THE PROJECT:

The FAA and DOAV do not support crosswind runways when the main runway provides at least 95 percent wind coverage. DOAV will still support periodic maintenance, i.e., crackseal, remarking, etc., of the crosswind runway.

Narrative for Runway 13/31 Design Rehabilitation

This project consists of the design associated with Runway 13/31 Rehabilitation. The pavement on Runway 13/31 was last rehabilitated in 1985. The pavement management report prepared in 2003 recommends rehabilitation of this runway to be completed using combination of milling, bituminous pavement overlay, and slurry seal. This design project will investigate rehabilitation options, provide a rehabilitation recommendation, and prepare final design plans ready for bidding.





COMMONWEALTH AIRPORT FUND
FUNDING REQUEST SUMMARY

VAB DATE : 10/12/2005

Airport : William M. Tuck
Region : Region 5
Name : Dr. William J. Kehoe

Sponsor : County of Halifax
Contact : Mr. Bryan D. Foster, County Administrator
Phone : 434-476-3300

State Funding Summary			
		Requested	Recommended
Air Carrier Entitlement		\$0.00	\$0.00
Air Carrier/Reliever Discretionary		\$0.00	\$0.00
General Aviation Discretionary		\$394,800.00	\$0.00
TOTALS		\$394,800.00	\$0.00

Obstructions : ☐

Based Aircraft	20
Annual Operations	14,352
Service Role	GR

Development Program Projects				Requested Funding			Recommended Funding		
Description		Priority	Project Cost	Federal	State	Local	Federal	State	Local
Parallel Taxiway Relocation (Construction) (Non-AIP) - INCREASE		159	\$60,000.00	\$0.00	\$48,000.00	\$12,000.00	\$0.00	\$0.00	\$60,000.00
T-hangar's #1 & #2 Site Preparation (Construction)		145	\$433,500.00	\$0.00	\$346,800.00	\$86,700.00	\$0.00	\$0.00	\$433,500.00
TOTALS			\$493,500.00	\$0.00	\$394,800.00	\$98,700.00	\$0.00	\$0.00	\$493,500.00

Remarks : DOAV RECOMMENDS DISAPPROVAL OF ALL PROJECTS:

There are insufficient CAF funds for the "T-hangars #1 & #2 Site Preparation" project.

DOAV recommends against funding the "Taxiway Relocation (Construction) (Non-AIP) - INCREASE" project as the demand for this change is due to the Sponsor not coordinating non-airport related work with the ongoing AIP project.

**PROGRAM NARRATIVE SUPPORTING
PRE-APPLICATION FOR STATE ASSISTANCE**

WILLIAM M. TUCK AIRPORT

The William M. Tuck Airport is owned by Halifax County. The Airport rehabilitated the runway and installed new MIRLS and PAPIs in 2003. The County is in the process of completing an Airport Layout Plan Update and a Terminal Feasibility Study. The design of the Taxiway Rehabilitation/Relocation and New T-Hangars was completed in July 2004 and bid in August 2004. Construction of Schedule #1 (the taxiway relocation) began in April 2005. The non-AIP eligible, yet interdependent, T-Hangar Site Development (i.e. Schedule #2) portion of the project has not yet received state funding. During the April 2005 VAB meeting, the Board allowed the County to move forward with this element of work, without affecting its eligibility for future Commonwealth reimbursement.

The following is a brief description of the projects that Halifax County and the Airport Commission anticipate pursuing in 2005/06. As appropriate, Commonwealth funding assistance is being sought for all eligible project elements. These projects are consistent with the development phasing as proposed by the ALP Update currently in progress.

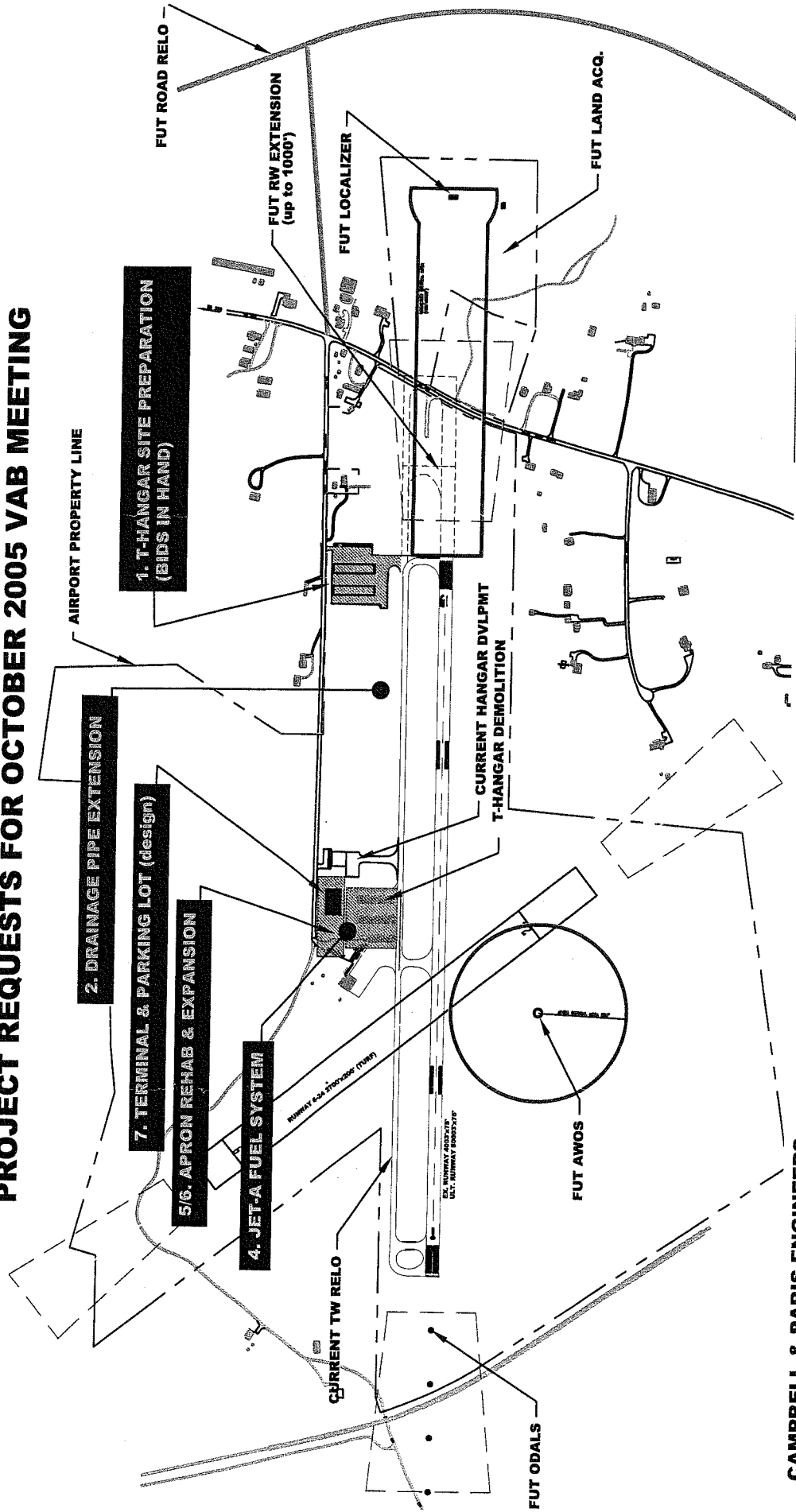
OCT 2005 FUNDING REQUEST:

- Item 1. **T-Hangar Site Development:** This project is packaged as *Schedule 2* of the overall Taxiway Rehab/Relocation project and basically entails the site prep for the relocated T-hangar buildings. This relocation is needed to meet current FAA standards, enhance safety and provide sufficient space for the relocated taxiway as well as airspace protection and runway line of sight. The total for this schedule of work is anticipated to be ±\$405,500. Due to the time that has passed since the original bidding, negotiations are underway for updated bid prices. For this project **the County is requesting \$324,400** under the ACIP program which is 80% of the eligible costs.
- Item 2. **Taxiway Relocation Increase for Drainage Pipe Extensions:** This construction element is associated with the taxiway relocation project that is currently underway and which is being funded by both federal and Commonwealth grants. The pipe extensions are needed to accommodate changes in the site that were not anticipated during the taxiway design due to an adjacent site fill project that is being undertaken by the County without FAA/DOAV funding assistance. The estimated cost for this extension is ±60,000. Though not eligible for federal funding at this point, installation of these drainage extensions now, during the construction of the taxiway and completion of the site fill, is the most logical, sound engineering practice and overall most cost effective method to preserve the airfield infrastructure and prepare the airport for future development (consistent with the ALP). Federal reimbursement of these drainage costs may become eligible at a later date if/when a federally eligible development project is undertaken in this area. At this time, **the County is requesting \$48,000** to fund this project at an 80% share under the ACIP program.

- Item 3. **T-Hangar Construction:** This project is packaged as *Schedule 3* of the overall Taxiway Rehab/Relocation project and basically entails the building elements of the relocated T-hangar buildings. This relocation is needed to meet current FAA standards, enhance safety and provide sufficient space for the relocated taxiway as well as airspace protection and runway line of sight. The new hangar building will house the displaced tenants as well as new tenants. Funding for this schedule of work will utilize federal entitlement monies and **the County is requesting no Commonwealth funds.**
- Item 4. **Jet A Fuel Tank (construction):** The preliminary cost estimate for the construction of the Jet-A fuel system is estimated at \$150,000 and **the County is requesting \$100,000** at a 2/3rds share rate under the ACIP program. This construction estimate includes relocation of the existing AVGAS system to accommodate future development within the terminal and main apron area as depicted on the ALP Update.
- Item 5. **Apron Rehab/Expansion (design):** The taxiway relocation project currently underway necessitates the removal and relocation of the existing t-hangars. This will leave a large semi-paved area that can easily be converted to much needed apron space consistent with the previous ALP and ongoing ALP Update. This area is planned to become the main terminal apron and could be designed simultaneously with the Jet-A fuel system (including AVGAS relocation) described in Item 4. Design costs are estimated at \$50,000 and **the County is requesting \$40,000** at an 80% share under the ACIP program. Federal funding will be sought for both design and construction of this project which may ultimately reimburse the Commonwealth up to \$38,500. Development of this site is anticipated to be considered an environmental Categorical Exclusion by the FAA and it beyond the limits of Commonwealth's coastal zone coordination requirements.
- Item 6. **Apron Rehab/Expansion (construction):** Construction costs are estimated at \$600,000 and **the County is requesting \$18 ,000** at a 3% share under the ACIP program. Federal funding of 95% is being sought.
- Item 7. **Terminal Building & Parking Lot (design):** The airport currently has no public terminal building. The needs of the tenants, users and the corporate aviation community are not being met. Consistent with the ALP Update and Terminal Study (currently in their final stages), a new public use terminal building will need to be designed and bid for construction as soon as possible. This design project is estimated to cost \$150,000 and **the County is requesting \$120,000** at an 80% share rate under the ACIP Program.

WILLIAM M. TUCK AIRPORT HALIFAX COUNTY, VIRGINIA ACIP PRE-APPLICATION

PROJECT REQUESTS FOR OCTOBER 2005 VAB MEETING



September 1, 2005

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